

Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-04-30
Investment Auto Submission Date: 2012-02-29
Date of Last Investment Detail Update: 2011-09-16
Date of Last Exhibit 300A Update: 2012-08-21
Date of Last Revision: 2012-07-24

Agency: 024 - Department of Homeland Security

Bureau: 60 - United States Coast Guard

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: USCG - Ports and Waterways Safety System - IT

2. Unique Investment Identifier (Ull): 024-000006074

Section B: Investment Detail

- 1. Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

The PAWSS encompasses a number of vessel traffic data and administrative applications on integrated operator workstations installed in Vessel Traffic Centers, which are located in busy Vessel Traffic Service (VTS) ports. PAWSS is composed of VHF radio communications and surveillance sensors (meteorological, hydrological, radar, Closed Circuit Television, and Automatic Identification Systems) that are integrated and interfaced to provide automated decision support. PAWSS provides a series of navigation safety related information systems that facilitate the safe and efficient transit of vessel traffic, thus reducing the risk of collision, ramming, grounding, and associated environmental damage. Gaps addressed: it enhances the good order and predictability of vessel traffic by providing clear, concise, accurate, meaningful, and timely advisories to mariners in each Area Of Responsibility (AOR) as defined in Title 33 of the Code of Federal Regulation (CFR), and Navigation and Navigable Waters, Part 161 [33 CFR 161]. PAWSS supports the 2002 Maritime Transportation Security Act's requirement for the Secretary of DHS to collect, integrate, and analyze information concerning vessels operating on or bound for waters subject to the jurisdiction of the United States. PAWSS enables VTS operators to respond to customer needs, helps safeguard U.S. waterways and enhances navigation safety throughout the VTS area. PAWSS has been deployed to 9 VTS ports and 1 System Maintenance and Engineering Facility. Approximately \$68.6 million has been invested in this acquisition project, and it is one of the most

comprehensive U.S. vessel traffic management systems. Recent enhancements include upgrades to the usability and functionality of the system interface for operators; the integration of additional sensors; and the interconnection of PAWSS with the Coast Guard Data Network, thereby enabling vessel traffic track data to be exported to the Maritime Domain Awareness community. The first beneficiaries of PAWSS are the vessels participating in VTS areas with PAWSS system who receive up-to-date vessel traffic management information and services provided through the PAWSS capabilities. In addition, the local Coast Guard Sector Commander is a primary beneficiary of the Maritime Domain Awareness/Situational Awareness information provided by the PAWSS systems in critical U.S. ports. There are no dependencies between this PAWSS and other investments".

2. How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.

Port and Waterways Safety Assessments (PAWSA) were completed to determine which vital U.S. ports would have unacceptable vessel traffic risk mitigated by the placement of a Vessel Traffic Service (VTS) within the port. The ports identified in the PAWSA studies were included in the PAWSS acquisition for VTS installation. The placement of PAWSS in the identified ports closes significant gaps in vessel traffic management risks, including likelihood of collisions, allisions and groundings in critical U.S. ports. If PAWSS is not fully funded, the Coast Guard will be unable to maintain these vital safety systems in critical U.S. ports, greatly increasing the likelihood of major marine casualties and the closure of ports critical to the flow of U.S. commerce.

3. Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.

1. Completed INVS camera integration in San Francisco.

4. Provide a list of planned accomplishments for current year (CY) and budget year (BY).

1. Complete recapitalization of AIS base stations (FY12 completion).
2. Complete INVS recapitalization in Prince William Sound, Alaska.

5. Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.

2011-07-31

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	\$6.2	\$0.0	\$0.0	\$0.0
DME (Excluding Planning) Costs:	\$62.5	\$0.0	\$0.0	\$0.0
DME (Including Planning) Govt. FTEs:	\$0.0	\$0.0	\$0.0	\$0.0
Sub-Total DME (Including Govt. FTE):	\$68.7	0	0	0
O & M Costs:	\$59.2	\$10.8	\$10.8	\$10.8
O & M Govt. FTEs:	\$189.3	\$27.6	\$28.4	\$29.3
Sub-Total O & M Costs (Including Govt. FTE):	\$248.5	\$38.4	\$39.2	\$40.1
Total Cost (Including Govt. FTE):	\$317.2	\$38.4	\$39.2	\$40.1
Total Govt. FTE costs:	\$189.3	\$27.6	\$28.4	\$29.3
# of FTE rep by costs:	0	0	0	0
Total change from prior year final President's Budget (\$)		\$27.6	\$28.4	
Total change from prior year final President's Budget (%)		256.00%	263.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

There are no fundamental or substantive changes.

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value (\$M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded	7008	HSCG2309JTED730	HSQDC06D00018	7001							
Awarded	7008	HSCG8410JPFY009	HSCG8406DAA T135	7008							
Awarded	7008	HSCG4411JPC046	HSCG8406DAA T135	7008							
Awarded	7008	HSCG2310JPC2173	HSCG8406DAA T135	7008							
Awarded	7008	HSCG7910PPCC059									

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

PAWSS is an Operations and Maintenance investment and therefore EVM is not required. Contract performance is evaluated monthly through status reports which track hours for operations and maintenance. The hours & costs associated with the O&M contract are verified by the project manager and contracting officer against hours & costs submitted by the contractor in billings. Discrepancies are resolved with the contractor prior to approval of payment. An operational analysis is also used to evaluate whether these contracts are performing within budgetary requirements. Target deliverable dates are monitored and tracked on a monthly basis. For all future contracts, the use of EVM will be evaluated on a case-by-case basis and the decision to incorporate EVM will be based on overall risk reduction for the USCG.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-04-30

Section B: Project Execution Data

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost (\$M)
1	AIS Recapitalization	Recapitalize PAWSS AIS Base Stations.			
2	INVS Recapitalization	Recapitalize Video Integrations System.			

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities (\$M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance (\$M)	Cost Variance (%)	Total Planned Cost (\$M)	Count of Activities
1	AIS Recapitalization							
2	INVS Recapitalization							

Key Deliverables

Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
1	Base Station Procurement	Creation of Procurement Contract for AIS Recapitalization	2011-09-07	2011-09-07	2011-09-07	202	0	0.00%

Section C: Operational Data

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
PAWSS Core System Availability (measured in hours)	Percent	Technology - Reliability and Availability	Over target	99.975000	99.975000	99.875000	99.975000	Monthly
% of FISMA POA&M items closed within a calendar year as an indicator of maintaining the IT security to ensure PAWSS remains a viable solution.	Percent	Mission and Business Results - Management of Government Resources	Over target	50.000000	50.000000	45.000000	50.000000	Semi-Annual
Customer Satisfaction feedback from each PAWSS port ranges from 4.3 to 5.0 on scale of 1 - 5 to indicate overall PAWSS operations and ability to continue to meet mission need	Other	Customer Results - Customer Benefit	Over target	4.390000	4.500000	4.400000	4.500000	Quarterly
Meant time to repair PAWSS core system casualties	Time	Technology - Reliability and Availability	Over target	9.200000	9.000000	9.200000	9.000000	Monthly
Operational Evaluation Deficiencies associated with PAWSS system operations, based upon Program OPEVAL visits	Number	Process and Activities - Management and Innovation	Under target	3.000000	3.000000	0.000000	3.000000	Semi-Annual
Help Desk response time related to system trouble tickets	Time	Customer Results - Service Accessibility	Under target	5.000000	5.000000	5.250000	5.000000	Monthly